

BookletChartTM

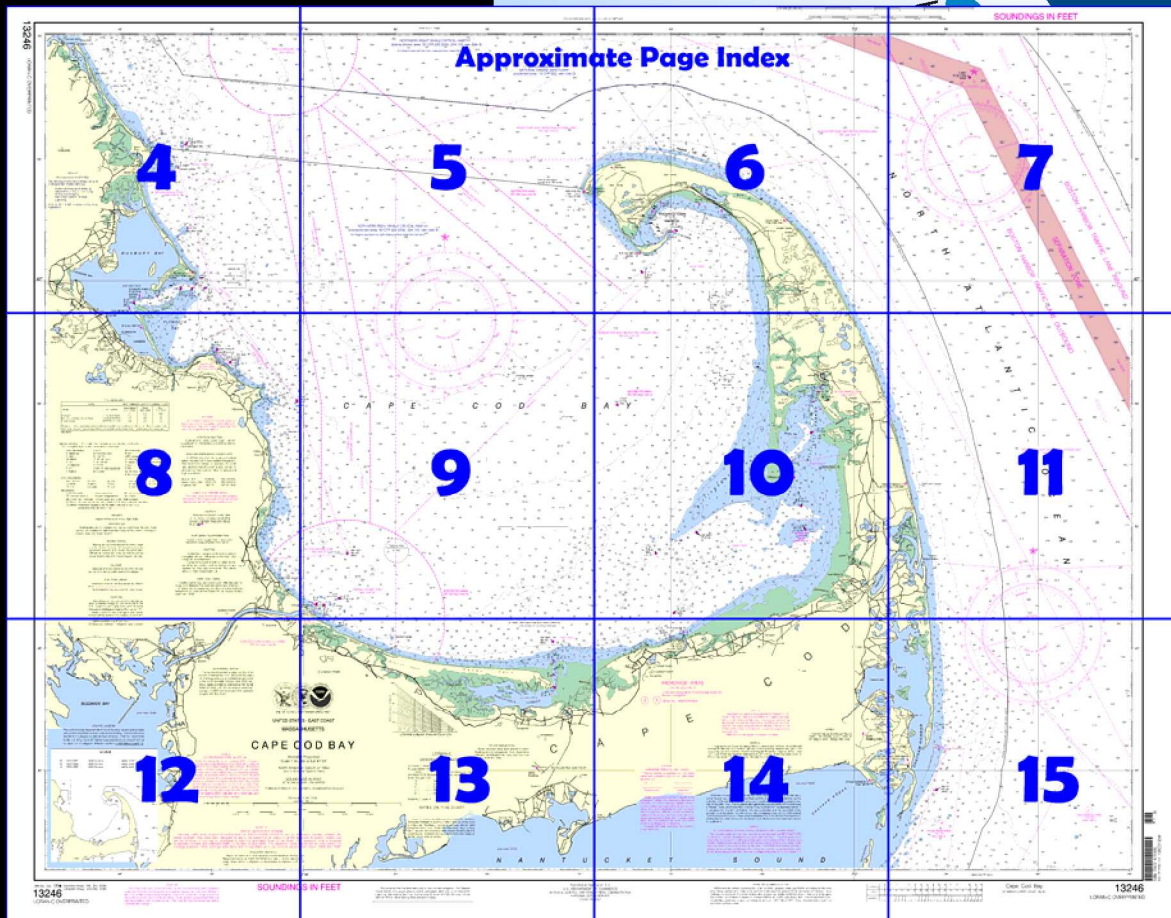
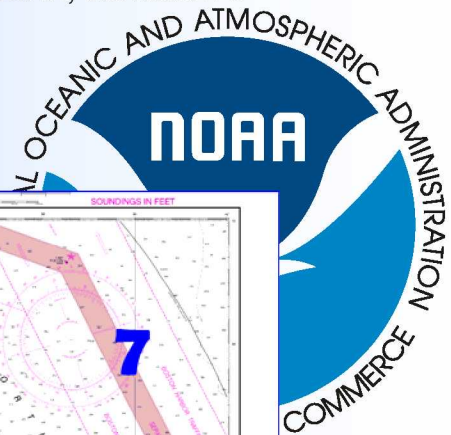
Cape Cod Bay

(NOAA Chart 13246)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 4 excerpts]

(13) Between **Wood End** (42°01.2'N., 70°11.3'W.) and **Race Point**, the westernmost point of Cape Cod, shoals that rise abruptly from deep water extend a maximum of about 0.6 mile from shore. **Race Point Light** (42°03'45"N., 70°14'35"W.), 41 feet above the water, is shown from a white tower on the northwest point of Cape Cod.

(14) **Peaked Hill Bar** includes shoals with a least depth of 10 feet about 3.5 miles northeast of Race Point Light.

(15) The bar is about 0.6 mile offshore and extends for about 4 miles paralleling the coastline. This area should be given a berth of at least 2 miles. A lighted whistle buoy is about 2.5 miles off the bar and about 5 miles northwestward of Highland Light. Keeping in a depth of 20 fathoms will ensure passing 2.5 to 3 miles off the eastern side of Cape Cod.

(17) **Highland Light** (42°02'22"N., 70°03'39"W.), 170 feet above the water, is shown from a 66-foot white tower with covered way to the dwelling on a high bluff of the Highlands.

(21) **Nauset Beach Light** (41°51.6'N., 69°57.2'W.), 114 feet above the water, is shown from a 48-foot conical tower, the upper part red and the lower part white, on the beach at **Eastham**. The buildings of a former Coast Guard station, about 1 mile south of the light, are conspicuous.

(22) The coast from Nauset Beach Light turns gradually southward to Chatham, a distance of 11 miles, and becomes lower and less steep. The terrain slopes gently back from the beach and is covered with a scanty growth of grass.

(23) **Nauset Harbor**, 3.3 miles south of Nauset Beach Light, is used by small local craft. The area offshore of the harbor is a chain of shifting sandbars. Breakers are present in this vicinity at all stages of the tide and even during the calmest weather. The area is extremely dangerous for any vessel larger than a runabout or for anyone without local knowledge. Strangers should never attempt to enter.

(24) The harbor has three arms extending northward into **Nauset Bay**, northwestward into **Salt Pond Bay** and **Salt Pond**, and westward into **Town Cove** which is about 2 miles long in a southwesterly direction. Private seasonal buoys mark the channel from the entrance to Town Cove. A marina is on the west bank about 0.5 mile from the head of the cove. Gasoline, water, moorings, berths, marine supplies, and a concrete ramp are available. Craft to 25 feet can be handled for hull or engine repairs, or dry open or covered storage. In August 1981, depths of 4 feet were reported alongside the service dock.

(25) The outer coast is eroding from east of **North Chatham** northward for about 3 miles. Waves wash across the beach barrier into the sound in several places at high water. A conspicuous standpipe with a red and white checkered band around the top is about 0.6 mile southward of **Chatham Port**.


(26) **Chatham**, about 11.5 miles southward of Nauset Beach Light, is on fairly high ground on the west side of **Chatham Harbor**. **Chatham Light** (41°40'17"N., 69°57'01"W.), 80 feet above the water, is shown from a white conical tower on the west side of the harbor. **Chatham Coast Guard Station** is near Chatham Light.

(28) In January 1987, a break occurred in **Nauset Beach**, the barrier beach protecting Chatham Harbor, creating a new inlet into the harbor east of Chatham Light. This break is now the only entrance into Chatham Harbor. The break is used by small local fishing and pleasure craft with a smooth sea. The break is unmarked, extremely dangerous, and should be avoided by those without local knowledge. The Coast Guard has established a **rough bar advisory light**, 62 feet above the water, on a skeleton tower near Chatham Light in about 41°40'17.4"N., 69°57'00.1"W. to promote safety for small-boat operators. The light has a dayboard which is diamond-shaped, painted white with an international orange border, and with the words "Rough Bar" in black letters. The light, when activated, is flashing yellow. The light will be activated when the seas exceed 2 feet in height and are considered hazardous for small boats. Small-boat operators are cautioned, however, that if the light is not flashing it is no guarantee that sea conditions are favorable. Currents are extremely strong and dangerous surf can build up quickly on the outer bar with an ebb current. Shoals are constantly shifting near the break and extreme caution is advised. Ocean waves carry into the harbor and reportedly break as far north as Tern Island. Anchoring and even mooring in much of Chatham Harbor is not recommended. Mariners unfamiliar with the area are advised to stay east of Chatham Beach Lighted Whistle Buoy C (41°39'12"N., 69°55'30"W.).

(29) About 2.7 miles south of Chatham Light, at what used to be the end of Nauset Beach, is a large area of shoals which extends southwestward to Monomoy Island. There is no marked channel through the shoals. Small vessels with local knowledge use the area with a smooth sea; strangers should avoid the area. These shoals are dangerous in thick weather and vessels in the vicinity should stay in depths of 8 fathoms or more.

Table of Selected Chart Notes

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

NOTE C

A breach has opened through Nauset Beach. Use extreme caution when attempting a transit through this area.

Corrected through NM Dec. 23/06
Corrected through LNM Dec. 12/06

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1, and 2 for important supplemental information.

NOTE D

(Protected area 15 CFR 922)

The following activities are prohibited within the Stellwagen Bank Marine Sanctuary:

Certain discharging or dumping
Industrial exploring or developing
Drilling and dredging
Removing historical artifacts
Lighting

Refer to 15 CFR 922 for details of Sanctuary regulations

Mercator Projection

Scale 1:80,000 at Lat 41°53'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Boston, MA	KHB-35	162.475 MHz
Essex Marine, MA	WNG-574	162.425 MHz
Hyannis, MA	KEC-73	162.55 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.385" northward and 1.914" eastward to agree with this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION


Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) o (Approximate location)

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: 

Submerged piling may exist in these areas.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 1 & 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz

PULSE REPETITION INTERVAL.....99,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M	.....	Master
W	.....	Secondary
X	.....	Secondary
Y	.....	Secondary
Z	.....	Secondary

EXAMPLE: 9960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Additional information can be obtained at nauticalcharts.noaa.gov.

POLLUTION REPORTS

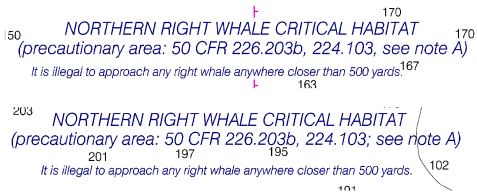
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).


SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.


NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203b, 224.103, see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.


NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203b, 224.103; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE E

RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTES AND TRACK

The two-way routes and two-way track shown on this chart are RECOMMENDED for use by all vessels traveling into or out of Cape Cod Bay. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route or track at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route nor along the entire track, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Plymouth	(41°58'N/70°40'W)	feet 10.5	feet 10.1	feet 0.3
Barnstable Harbor, Beach Point	(41°43'N/70°17'W)	10.2	9.8	0.3
Provincetown	(42°03'N/70°11'W)	9.8	9.4	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Nov 2006)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):


AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rst rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q orange	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gra grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(Z) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(Z) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			

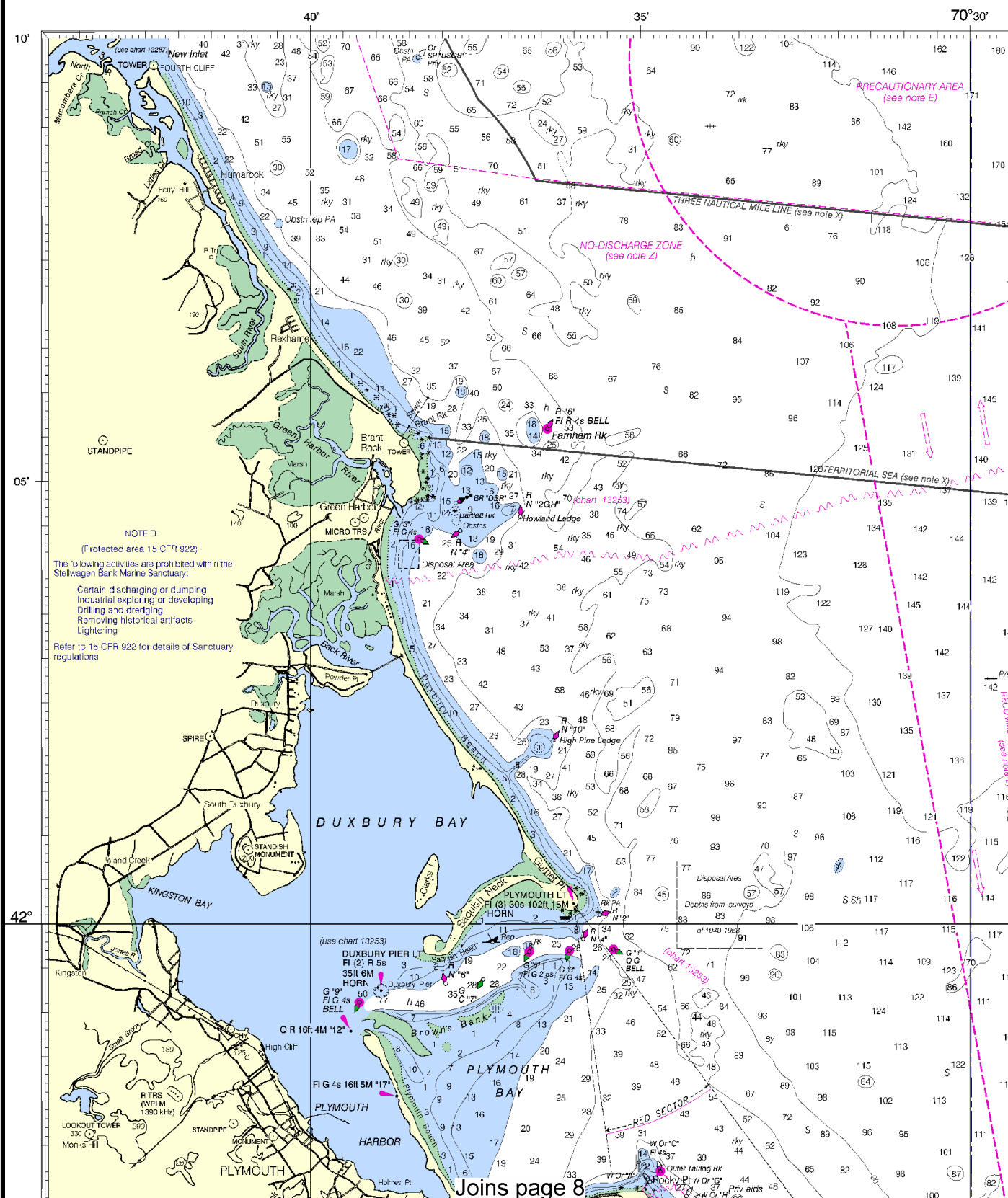
Demarcation lines are shown thus: 

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

13246

LORAN-C OVERPRINTED



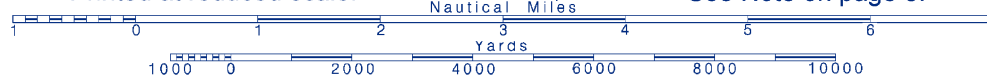
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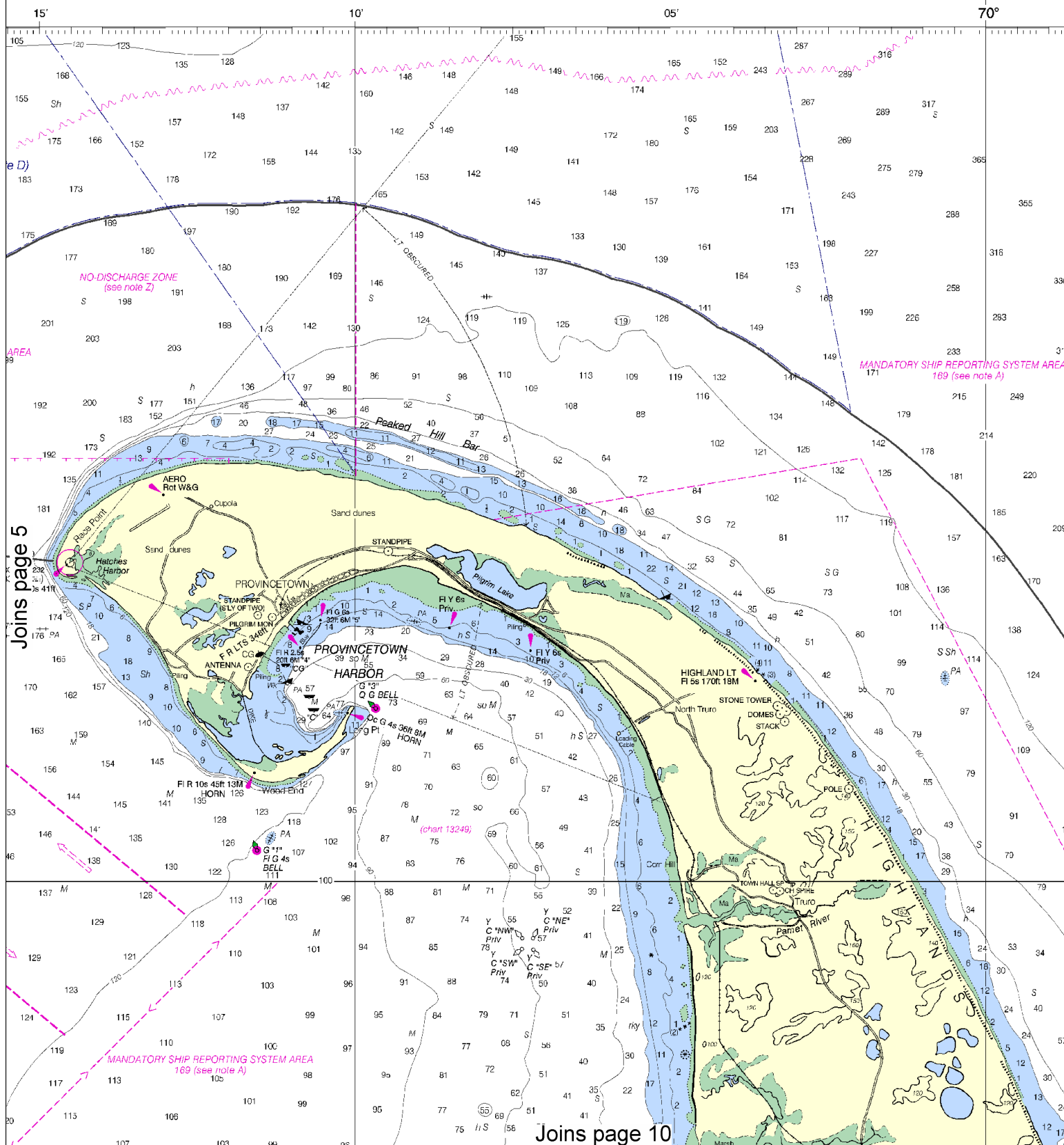
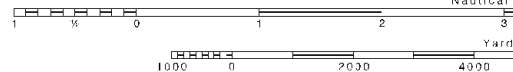
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:114286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



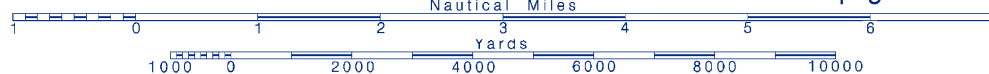
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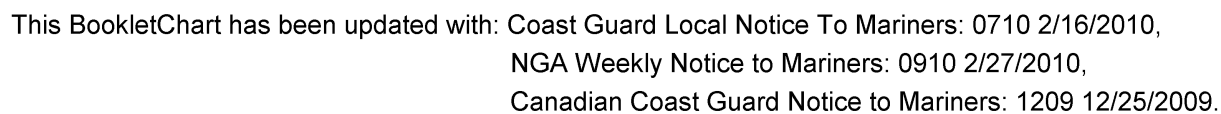
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SCALE 1:80,000

See Note on page 5.



SOUNDINGS IN FEET

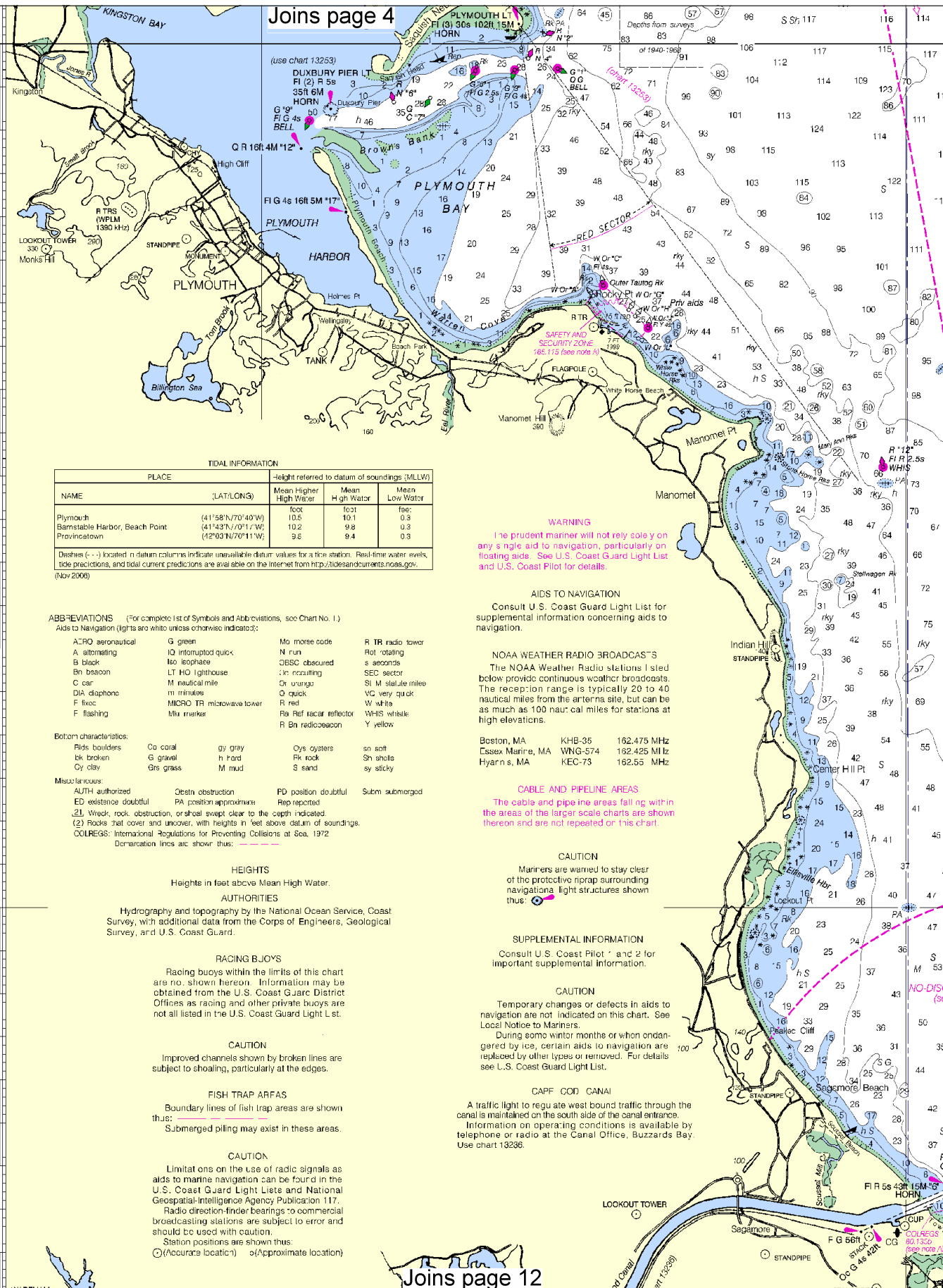


42°

55'

50'

Joins page 4



Joins page 12

8

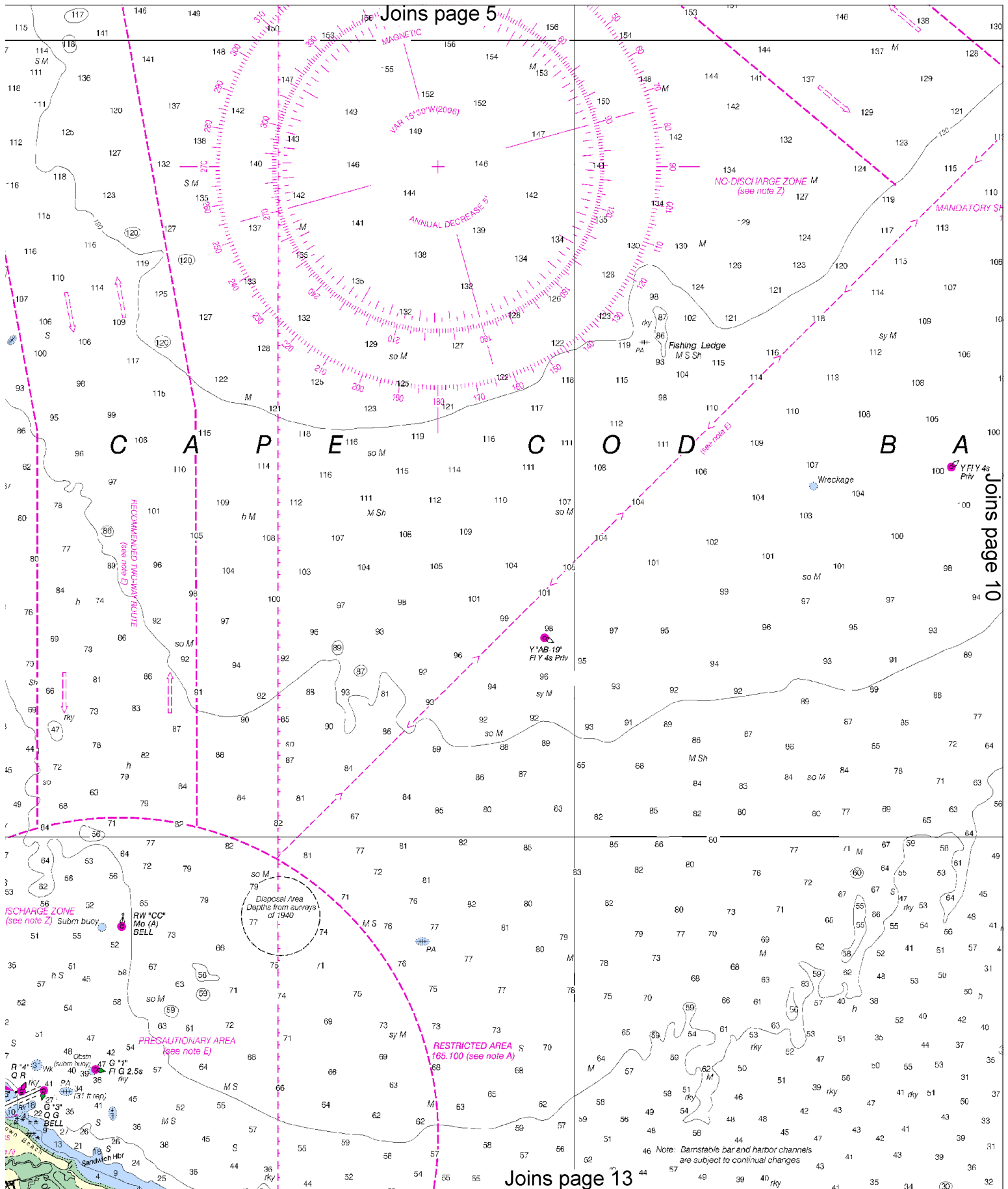
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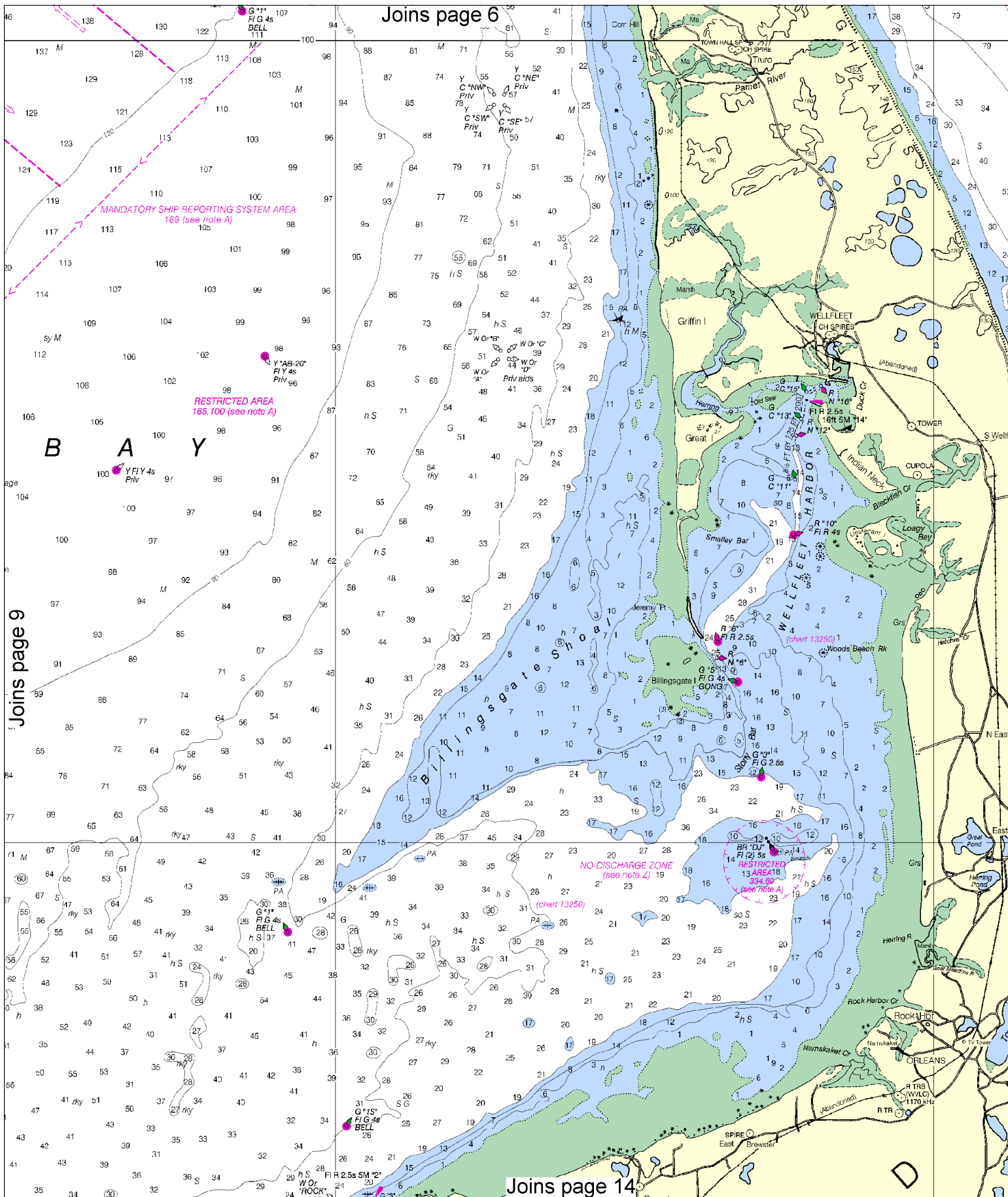
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See Note on page 5.





Joins page 6



Joins page 9

Joins page 14

10

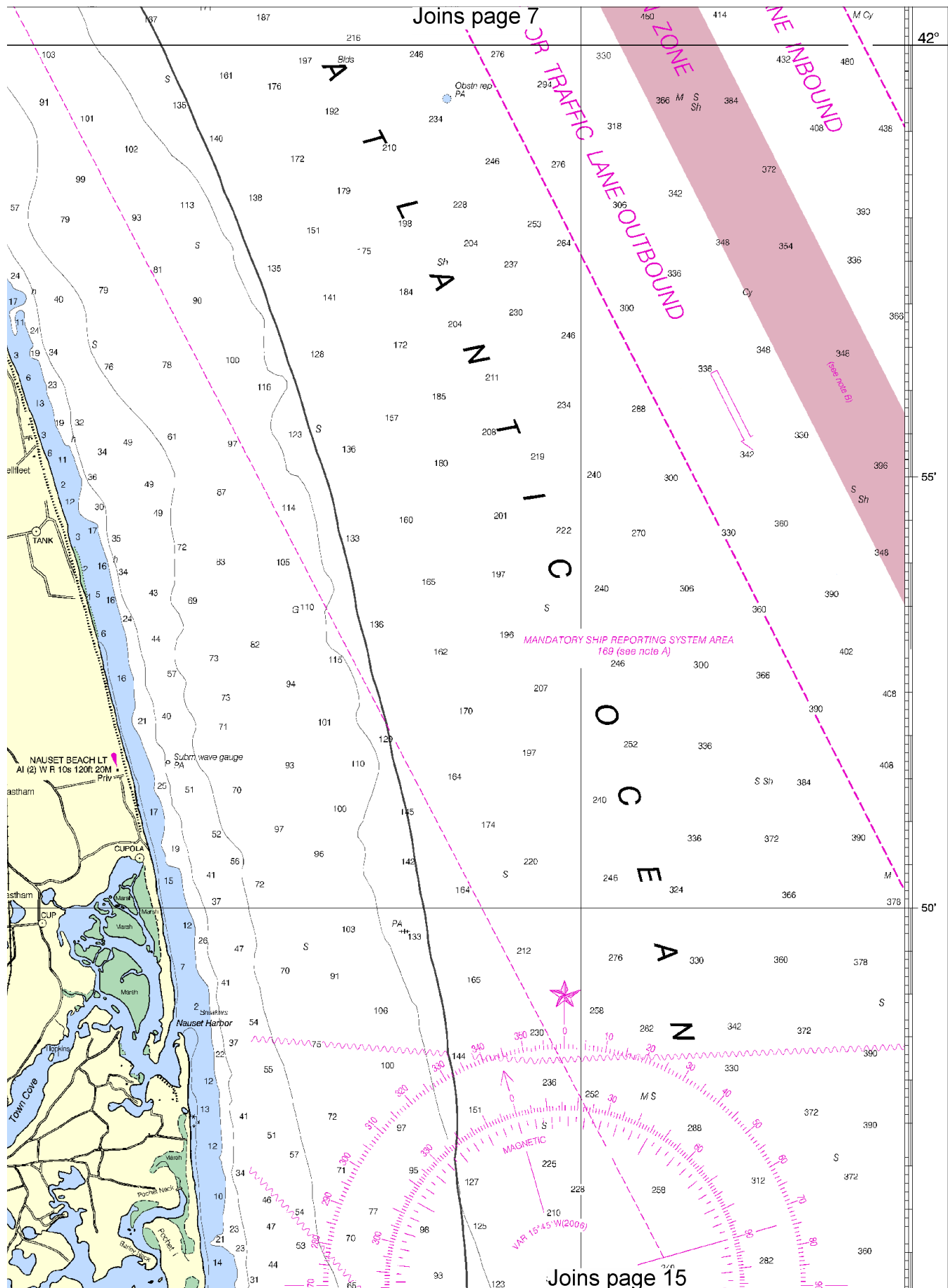


Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

FISH TRAP AREAS
Boundary lines of fish trap areas are shown thus:
Submerged piling may exist in these areas.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light List and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAPE COD CANAL
A traffic light to regulate west bound traffic through the canal is maintained on the south side of the canal entrance.
Information on operating conditions is available by telephone or radio at the Canal Office, Buzzards Bay. Use chart 13236.

LOOKOUT TOWER

CAPE COD CANAL REGULATIONS 207.20 (see note A)

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.385" northward and 1.914" eastward to agree with this chart.

NOTE T
CAUTION - BOSTON TSS
On June 1, 2009, the Approach to Boston TSS will be revised per the International Maritime Organization Circular COLREG 2/Circ.60 dated 10 December 2008. This chart has been corrected to show the new alignment of the TSS. In order to give the mariners time to adjust to the changes, this chart is available prior to implementation but must not be used for the approach to Boston until the effective date of June 1.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/oceans/regulatory/vessel_sewage/.

NOTE B
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels at points involved. They have been designed to aid in the prevention of collisions at the approach to and are not intended in any way to supersede or alter the applicable Rules of the Road. The separate to separate inbound and outbound traffic to be free of ship traffic. The separation zone should not crossing purposes. When crossing traffic lanes and the separation zone use extreme caution. See chart

POI LUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8902 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



UNITED STATES - EAST

CAPE CO

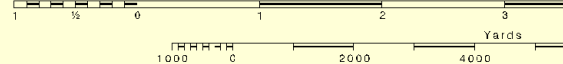
Mercator Project
Scale 1:80,000 at Latitude

North American Datum
(World Geodetic System)

SOUNDINGS IN F
AT MEAN LOWER LOW

Additional information can be obtained at

SCALE 1:80,000
Nautical Miles



38th Ed., Dec. / 06 ■ Corrected through NM Dec. 23/06
Corrected through LNM Dec. 12/06

13246

LORAN-C OVERPRINTED

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SOUNDINGS IN

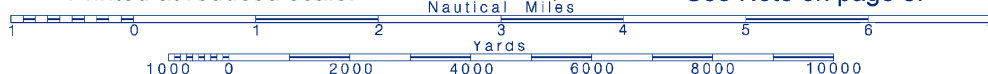
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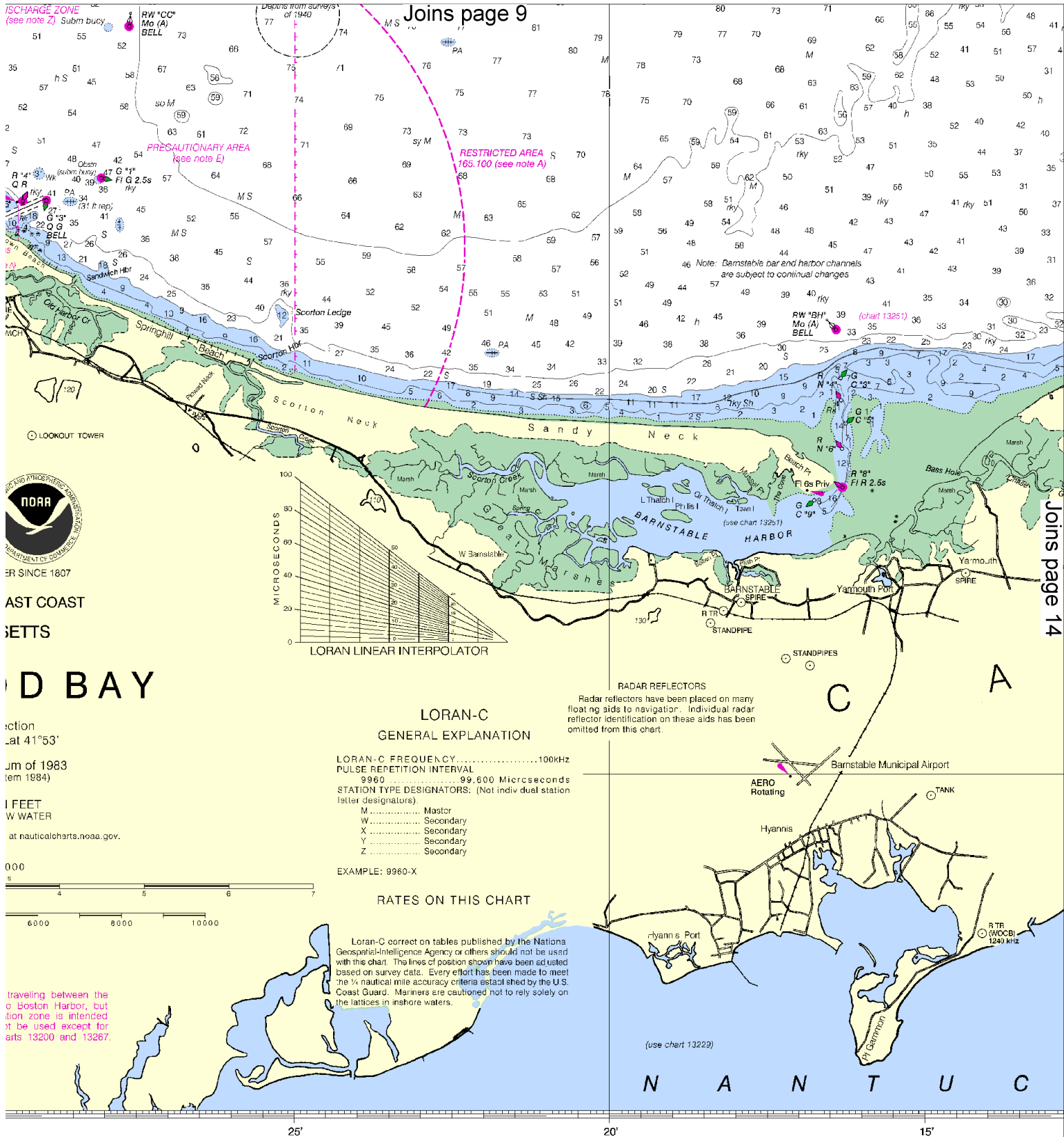


Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

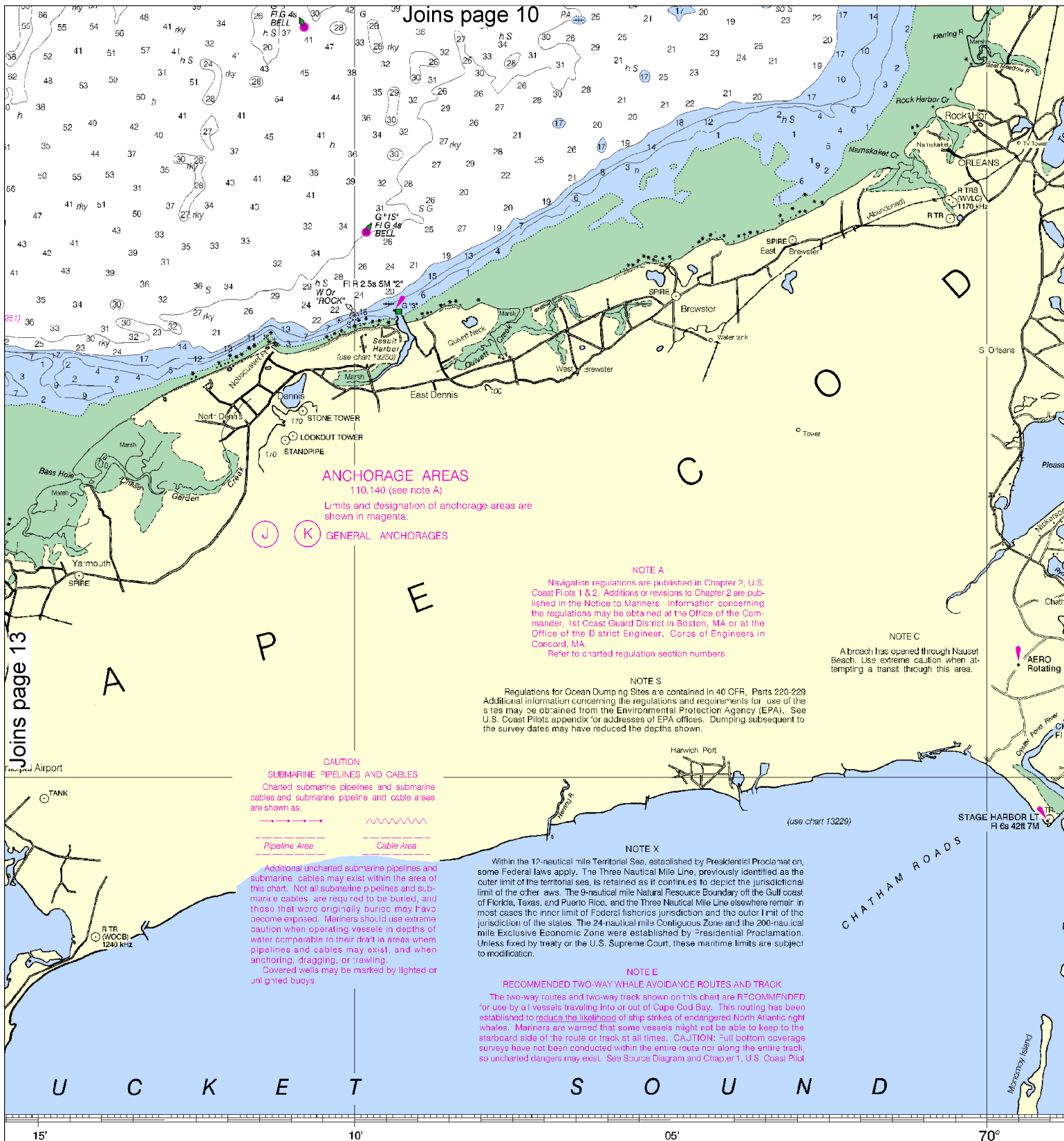




IN FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3262.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEAN SERVICE
COAST SURVEY

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FATHOM
FEET
METERS

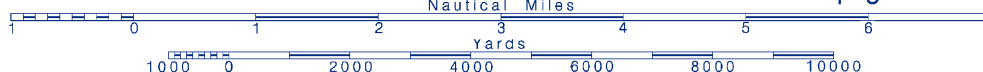
14



Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Woods Hole – 800-632-8075/508-457-3254

Coast Guard Cape Code Canal – 508-888-0335

Coast Guard Chatham – 508-487-0164

Coast Guard Provincetown – 508-487-0071

MA Environmental Police – 800-632-8075

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.